

Received by Chief Ship Surveyor

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VESSEL'S NAME *Stl T.S. 1/2* "HILDA KNUDSEN" Rpt. *Cpn* No. 7781

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long
 Transverse No. *16605* Depth "d"
 Framing: Table No. *✓* Description *Longitudinal framing*
as approved
 2nd Longitudinal No. *46802* Length *13.3*
 Proportions Depth =
 Deck Sheerstrake *as approved*

Revised Rules

a 1st tower anchor of proper weight & test requires to be supplied.
Some damage sustained during launching repaired at Kiel

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

✠ 100 A.1. (Steel). Carrying Petroleum in Bulk. *subject: 20 a 1st tower anchor of proper weight & test being supplied*
 2 D^{ns} (Stl) web frames. Longitudinal framing
 Cell D.B. & E 67' 286t, D.T. & 38' 426t, F.P.T. 203t, A.P.T. 95t
 F.K. 17 BH (10B.H to upper D^{ns} 7 B.H to 2nd D^{ns}) at cen, Clays A.C.P.
 P 100', B 31', F 47'. Machy aft.

See letter
 It is concluded the spacing of the frames in the fore peak, the thickness of the bilge, side shell, sheerstrake & topside plating at the ends of the vessel is as approved, but the Surveyor should be requested to state if this is so